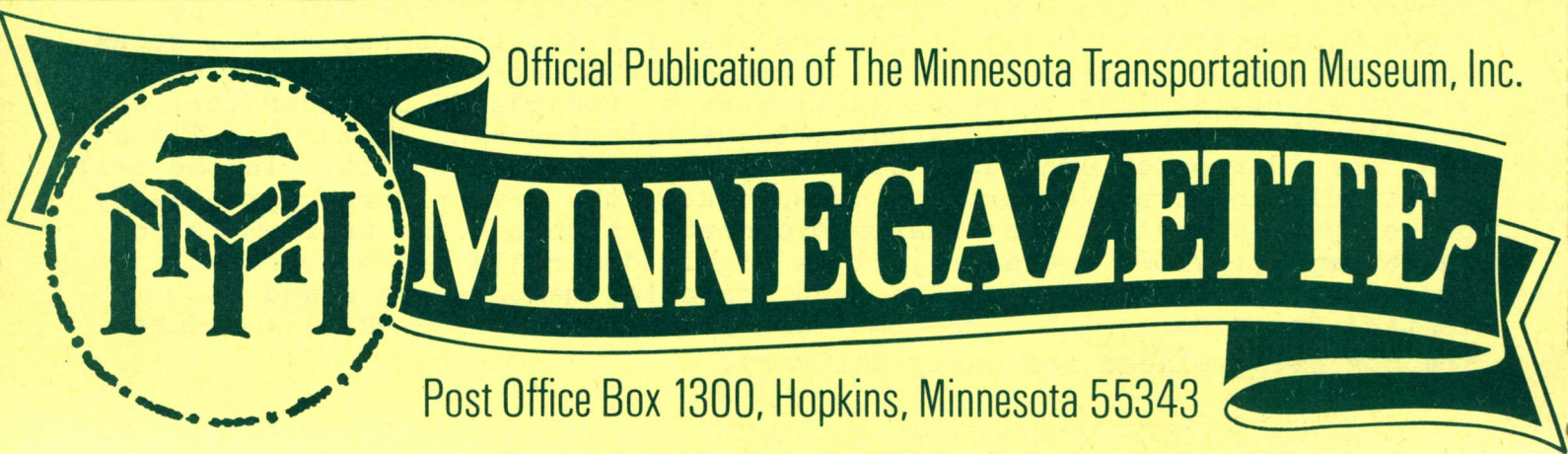




Official Publication of The Minnesota Transportation Museum, Inc.



Post Office Box 1300, Hopkins, Minnesota 55343

MAY - JUNE 1972

The Cover: Shown at speed, standard car #1294 bursts from the west portal of the Wm. Berry Bridge in this action view of TCRT Como-Harriet operations in the summer of 1952 - twilight on the 'Glen Line.' By July of this year, hard-working MTM members will have largely recreated this scene from two decades ago and the old TCRT Linden Hills-42nd St.- Wm. Berry route will again be in full operation.

AND, WE'RE ON OUR WAY -- TO WM BERRY BRIDGE!!

Enclosed with this issue of the 'Gazette' you will find MTM application blanks & Lake Harriet project appeal flyers. This is the year the rails march north to Wm. Berry Bridge - the northern terminus of the restored Como-Harriet Car Line. This work can only be brought to successful completion through greater museum membership and the generous donations of interested citizens. So help sign up a new member today and distribute those flyers where they'll do the most good. Rails, ties, fittings, wire and poles are most expensive and we need help. Do your part - ask others interested in this civic work to contribute toward its success.

GENERAL MEMBERSHIP MEETING - TUESDAY, MAY 16TH, 1972

The Spring General Membership meeting of MTM has been set for 8 p.m., Tuesday, May 16th, 1972 in the first floor auditorium of N.W. Nat. Life Insurance Building on the lower Nicollet Mall in Minneapolis. (Washington Avenue) An interesting program including an up-to-date progress report on the Harriet project is planned. Members and guests are cordially invited.

COMO-HARRIET TOKENS MINTED

In advance of the Spring 1972 reopening of the Harriet Line, the American Vecturist Society has graciously and generously donated to MTM 300 newly minted brass streetcar fare tokens bearing the inscription "Minnesota Transportation Museum" / "Como-Harriet Streetcar Line". These tokens will be made available to MTM members, collectors and interested individuals in the near future. Watch for details in the Minnegazette. Our thanks again to the Vecturists for their marvelous donation to our cause.

OFFICIAL UNIFORM TO DEBUT - TIME TO "SUIT-UP!!"

MTM has a 'new/old' uniform! And, it will make its appearance during the upcoming summer '72' operating season on the Como Harriet. The new uniform, carefully researched and developed this past winter by MTM operating personnel, was reviewed and approved by the General Membership at the March 21st meeting. The uniform consists of black trousers, shoes, socks, and tie (bow or 4-in-hand) style of members choice; a medium grey, short sleeve shirt, similar to those still worn by today's MTC bus operator, and classic black silk conductors cap with ventilation band. Augmenting MTM and TCRT shoulder patch and cap insignia complete the new outfit. In the best MTM tradition, every effort was made to keep the new uniform historically correct yet maintain a most reasonable cost. Although the uniform is not mandatory for #1300 operators, it is highly desirable and encouraged. To order the special new shirt, cap and insignia, members are urged to contact Scott Heiderich (455-3296) and Loren Martin (789-4297) - orders are now being placed for early delivery.

MICHELANGELO WANTED (needed)

We need a painter!! You don't have to be quite as masterful as our title suggests - just be willing and available for a Saturday or Sunday in May. The floor of #1300 needs repainting (prior to our May 30th opening) and the seat supports could also use a coat of paint. We'll supply the paint and brushes. Please help spruce up our premier car; give Bob Renz a call at 881-7375, evenings.

KEEP US POSTED

Members are advised to keep us informed of any changes in their mailing addresses so that we can keep the Minnegazette coming on time. We can't get to you if we don't know where to find you. So, don't just casually mention an address change to someone at MTM; write it down and send it to Box 1300, Hopkins, Minn. 55343. We'll do our part.

Deadline: AQUATENNIAL -Work Resumes at Harriet

This July our fully-extended Como-Harriet Streetcar Line will become a feature attraction in the Minneapolis Aquatennial Pageant - Lake Harriet activities. With this deadline before us, work began on the new North Line in early April. Since then, much has been accomplished through the efforts of dedicated Museum technical teams; site spring R-O-W cleanup and maintenance, a new air-pressure tank for #1300, interior cleaning and sprucing-up on #1300, tune-up and rework of the 'Goat' (generator unit), clearance and grading work on the new north line, tons of rail, ties, spikes and track fittings have been delivered to the site; a spool of shiny new copper trolley wire and numerous line poles for overhead installation later in 1972.

It is planned that the entire 'Glen Line' be in full operation by Aquatennial time and your Museum fully intends on meeting this deadline with the cooperation of all members. So, when duty calls, please do your part to help complete the 'Glen Line.' Pitch-in - the work is interesting, fun and physically rewarding.

MTM now a member of "TRAINS"

In February, 1972, MTM became a component member of "Trains" - Tourist Railways of America, Inc. This new organization is composed of over 100 museums and rail affiliated historical organizations throughout the United States and Canada and is designed to provide both a voice for publicly dedicated groups such as MTM and a basis of future mutual cooperation between sister museums. Though still in the organizational phase, "Trains" promises to be of great benefit to the cause of historical preservation of the railway heritage in North America.

MAY - JUNE HARRIET CREW SCHEDULE

Listed below are the MTM work crews for May-June. As in 1971, the normal work day is 9 a.m. - 12 noon & 1 p.m. - 4 p.m. Saturdays and 1 p.m. - 6 p.m. on Sundays. If members have any conflict with the schedule, they should call Bob Renz (881-7375) as soon as possible for changes. All are asked to hold to the schedule. If a member must be absent, it is his responsibility to switch dates with a fellow member and advise the supervisor for the day of the change.

<u>DATE</u>	<u>DAY</u>	<u>SUPERVISOR</u>	<u>WORK CREW</u>
5/6	Sat	Pinske	Cogswell, J.; Parker, J.; Jungst, E.; Grandstrom, R.; Knott, L.; McCoy, D.; Middlesteadt, R.; Nelson, R.; Parker, B.; Seever, D.; Shogren, D.; Thompson, L.
5/7	Sun	Isaacs	Bensen, R.; Bensen, R.; Fuller, J.; McCarthy, C.; Obern, J.; Olsen, W.; Schumacher, R.; Svobodny, C.; Poehler, J.; Weiss, J.
5/13	Sat	Sandberg	Ahlgren, W.; Chotowski, C.; Edwards, T.; Harrison, J.; Hellier, R.; Kedrovsky, V.
5/14	Sun	Anderson	Bergstrom, A.; Janke, D.; Juneau, D.; McCauley, P.; Reader, T.; Rubin, D.
5/20	Sat	Martin (At Depot)	Verhey, J.; Ferch, D.; Norman D.
5/21	Sun	Diers	<u>VOLUNTEERS NEEDED</u> Please call John Diers at 545-6292
5/28/30	MEMORIAL DAY WEEKEND:		HARRIET OPERATION: NO TRACK WORK
6/3	Sat	Martin	Ahlgren, W.; Hellier, R.; Kleinhans, R. Macnie, R.; Phillip, R.
6/10	Sat	Arneson-	Anderson, R.; Harrison, J.; Schumacher, R. Verhey, J.
6/17	Sat	Pinske	Cogswell, J.; Parker, J.; Jungst, E.; Grandstrom R.
6/24	Sat	Podas	Ferch, D.; Norman, D.; Obern, J.; Svobodny, C.
			<u>SUPERVISORS</u>
George Isaacs 484/7512			Norm Podas 588/9643
Herb Pinske 724/4533			Grant Arneson 377/2315
Keith Lindberg 455/5589			Mark Anderson 825/7851
			Scott Heiderich 455/3296
			Loren Martin 789/4297
			Frank Sandberg 890/2830
			Bob Dumas 473/9538

IN SEARCH OF A STREETCAR (SEE STORY NEXT PAGE) *SOME OF THE CANDIDATES

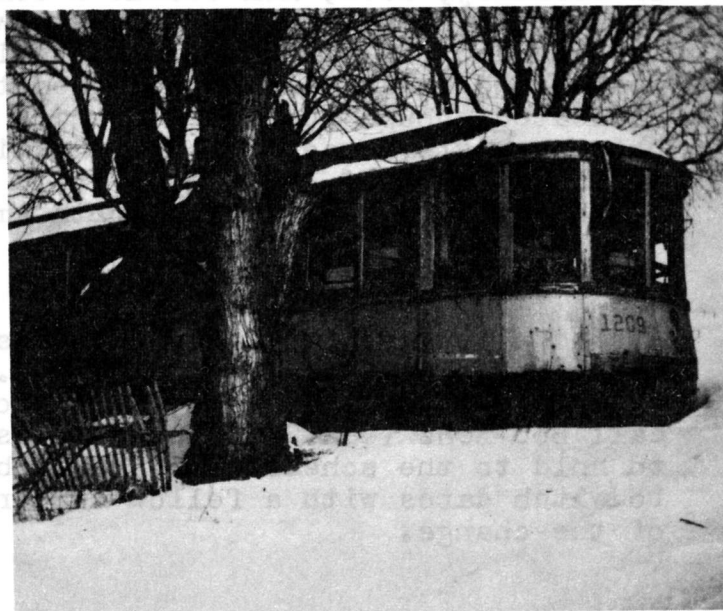


LEFT
Steelside car #1227, now in service as a storage shed amid northern pines.

LOWER LEFT

Former Duluth one-man is well preserved despite its years in the bush.
BELOW

#1209, though dissipated through neglect, since yielded a wealth of valuable components to be used in later restoration work.



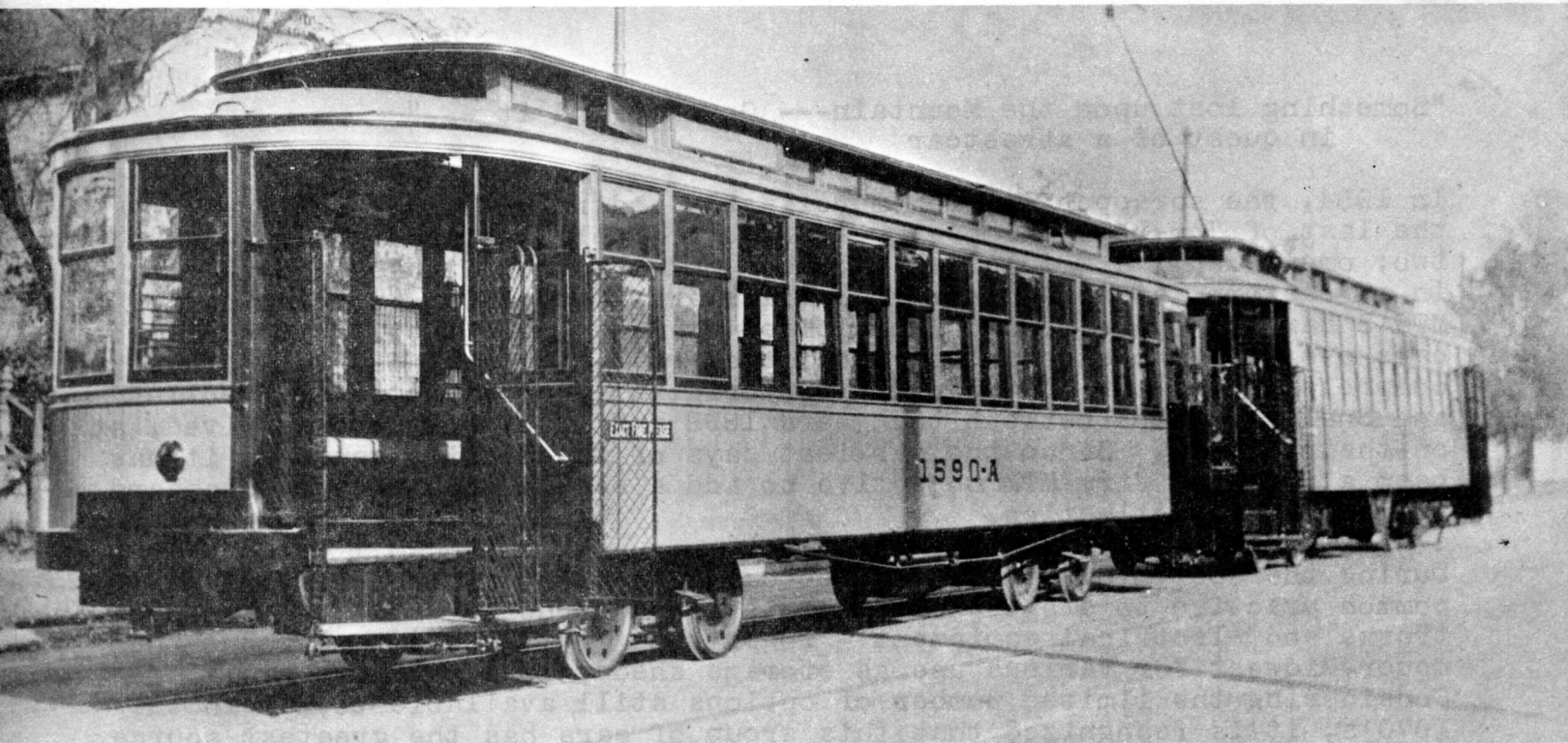
"Something lost upon the Mountain--- Go and find it ---"
in quest of a streetcar

In 1954, the scrapper's torch mercilessly and relentlessly obliterated the last of Tom Lowry's once great fleet of yellow standard cars - saye two; one, #1267, a wood-sided gate-car which is now disused and rusting in an eastern, sister museum 1000 miles away, and #1300, premier car of MTM'S Harriet operation. Acknowledged by many to be the finest electric cars ever to turn steel wheel upon steel rail, it is almost incredible to comprehend that out of the over 1200 originally constructed by Nicollet and Snelling shops between the years 1898 and 1916, only two survived, still on their trucks. Since the earliest days of the Harriet venture, it has been a fond and firm MTM objective to add a second double-truck standard to the Museum collection.

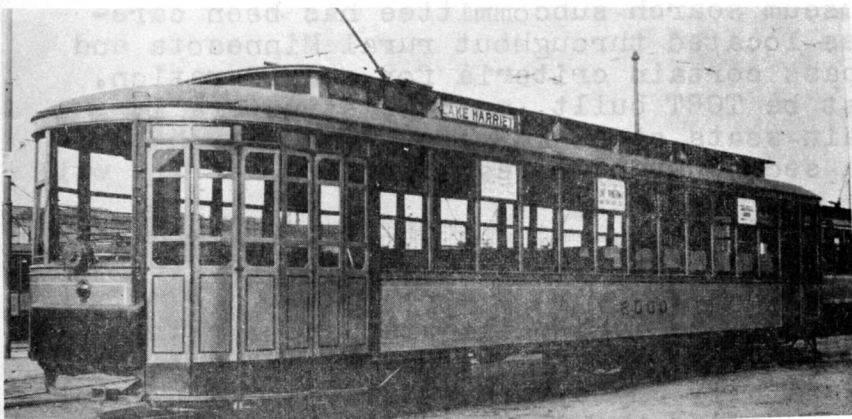
During the declining years of streetcar operation in Minnesota, it was common practice to dispose of decommissioned streetcar bodies - shorn of trucks and electrical equipment - to private individuals throughout the upper-Midwest for various use as storage sheds, lake cottages etc. Considering the limited number of options still available to MTM in the 1970's, it is recognized that this group of cars has the greatest source potential for future reconstruction and restoration to operable condition. With this objective in mind, a museum search subcommittee has been carefully reviewing selected carbodies located throughout rural Minnesota and Wisconsin. Each candidate must pass certain criteria for consideration. Among these are; the car body must be TCRT built, must be structurally intact and preferably still contain seats, stanchions etc. The search continues, the need is real and a second standard car for Lake Harriet will be acquired in the near future.

TC LIGHTWEIGHTS & TRAILERS -a story of early transit development

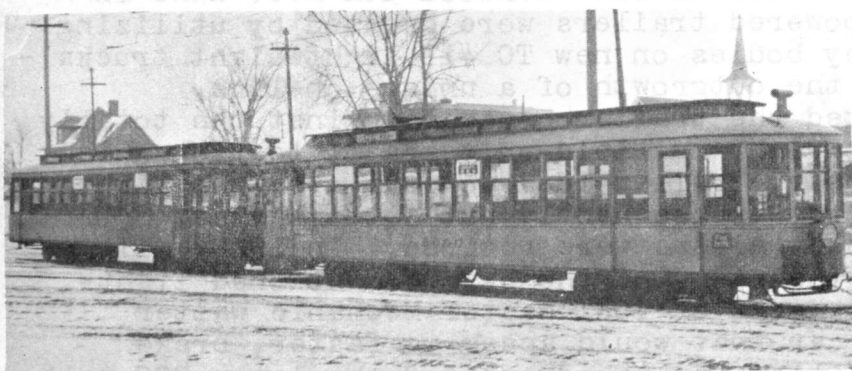
So dominant a part did the familiar single TCRT-built standard car play in the Twin Cities Transportation pageant, that today few people remember that 'trailer' operation was successfully employed by TCRT for many years. Semi-permanent motor-trailer trains ran on the Glenwood-4th Ave. Line in Mpls. from 1921 to 1933. The unpowered trailers were created by utilizing obsolete wooden-underframe trolley bodies on new TC #11 lightweight trucks (minus motors). All of this was the outgrowth of a unique on-line, competitive experiment which pitted the trailer concept against the totally new TCRT designed and built lightweight multiple-unit train, testing which would give better service. The heavy trailer idea won out over the lightweight train, and many more sets were subsequently put into service. These operated until 1933 when the trailers were retired. In 1936, all were scrapped. Equally facinating is the story of the before mentioned lightweight units. In 1916, under the aegis of TCRT Master Mechanic Walter Smith, it was decided to build a car that would accelerate faster, brake quicker and make less noise; qualities far in advance of the later PCC unit. Consisting of light framed bodies, on new inside-journal trucks, several of these cars were fabricated in multiple-unit trains by Snelling Shops during the 1920's, along with lightweight single units for TCL and several other city systems. But by 1927 TCRT had evolved its basic lightweight car policy and the MU trains were discontinued; rebuilt into single-unit operation. In this abbreviated form they provided a colorful service well into the midcentury. The last of these very unusual cars was put to the torch in 1952.



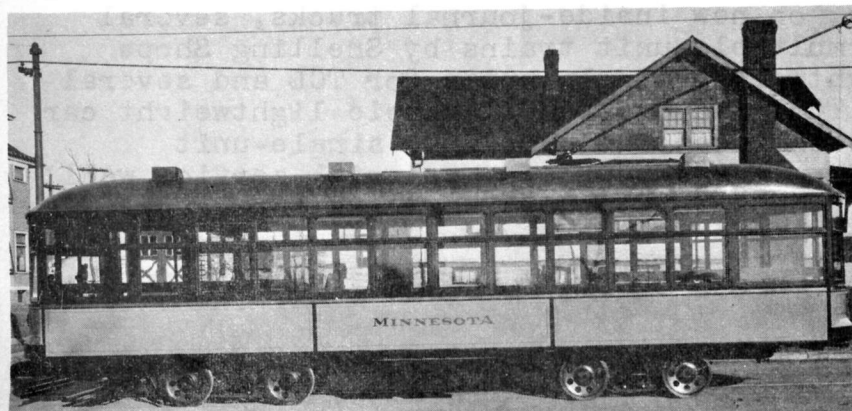
▲ New Trailer-train 1590-1590A on the Glenwood Line: Trailer is rebuilt wood underframe unit. Note the truss-rod and view of TC #11 lightweight trucks.



◀ "A" unit of the original TCRT M.U. train -#2000-operated on the Lake Harriet Line. Note the spacious triple-stream rear doors.



◀ Lightweight A&B units 2000-2000A at E. 7th St. Station. Rear unit had motors but no trolley or controls. These two were the only lightweights ever built with deck-roof.



◀ Rare Snelling Shops builder's photo of the lightweight car Minnesota -constructed as a test unit for the Grand Rapids, Mich. Streetcar system in 1925.



MINNESOTA STREETCAR MUSEUM

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August 2021

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